

JTE Truck Automatic Transmission Group and Teleflex Shift Cable Issues Log

<u>Item</u>	<u>Issue</u>	<u>Status</u>	<u>Comments</u>
10	97 AN shift cable ease of adjustment and lash bias control	F1 level cable adjusters do not operate freely and do not provide enough spring load to accomplish a good adjustment. The cable adjuster must be forced into the correct position to remove all cable lash.	Teleflex to fix this deficiency with improved spring tension and improved fit between sliding parts. F1 vehicles to be retrofitted with higher effort spring.
11	97 AN shift cable load and heat test	Ask Teleflex as of 10/28/94 to run heat and pull out of park load test on their bench to determine adjustment and gage length integrity. The cable must maintain the same gage lengths within 1mm for the life of the vehicle and the duration of the subject test.	The test to apply 150 lb. in tension at a rate of 150 lb per 0.5 seconds . This load to be applied ten times at each soak (one hour soak time) temperature . The test temperatures are 200, 250, 300, and 350 f applied to the lower one third of the cable assembly (trans end). After each ten load applications at the given soak temperature, the gage lengths and the locked position of the adjuster head relative to the conduit is to be measured to assure that their is no change.
12	98 BR shift cable	Preliminary work at JTE begun to use a cable shift system on the 98 BR with the new REE trans .	Expect to improve current jump out of gear issue and possible changing adjustment due to body sag.

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13	97 AN stud retention in dash	Need a clip to allow studs to hold shift cable bracket into dash so operator can install nuts without having someone to keep the bracket in place	Teleflex and JTE to investigate. 10/28/94
14	97 AN adjuster head deformation when attempt to unlock	First F1 vehicle XB-7AN-245 was readjusted with difficulty because the adjuster head body deforms when attempting to pry out the locking tab.	JTE asking Teleflex 11/1/94 to make the adjuster head more resilient to support a pry tool during an unlock procedure
15	96 AB and 97 AN cable plastic upgrade for improved heat resistance	Teleflex investigating Nylatech material for all plastic parts on the cables. The material is rated at 300 F continuous duty.	Need cost and timing and plan to provide prototype samples for bench and vehicle testing.
16	97 AN cable bracket seal allows noise leakage.	NVH reports that the current seal allows noise leaks and must be upgraded.	New issue as of 12/01/94. Dept 1610 requests Teleflex to go back to the original "sticky" foam seal and include with the next level cables to be supplied in January 95
17	97 AN adjuster travel deficiency	Cables will not hook up due to lack of adjuster travel. <i>Col end gage = 86.5 Trans end gage = 147.8 w/ ADJUSTER IN MID POSITION</i>	Problem found 11/29/94 on vehicle 97AN-245 when evaluated with correct level shift lever. September F1 builds had wrong shift levers and problem was not found until recently.

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JTE

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